

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, " R. D. Thomas.
 "FATSHAN," 2,300 tons, " W. A. Valentine.
 "HANKOW," 3,073 tons, " C. V. Lloyd.
 "KINSHAN," 1,995 tons, " J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 tons, " Q. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samhui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

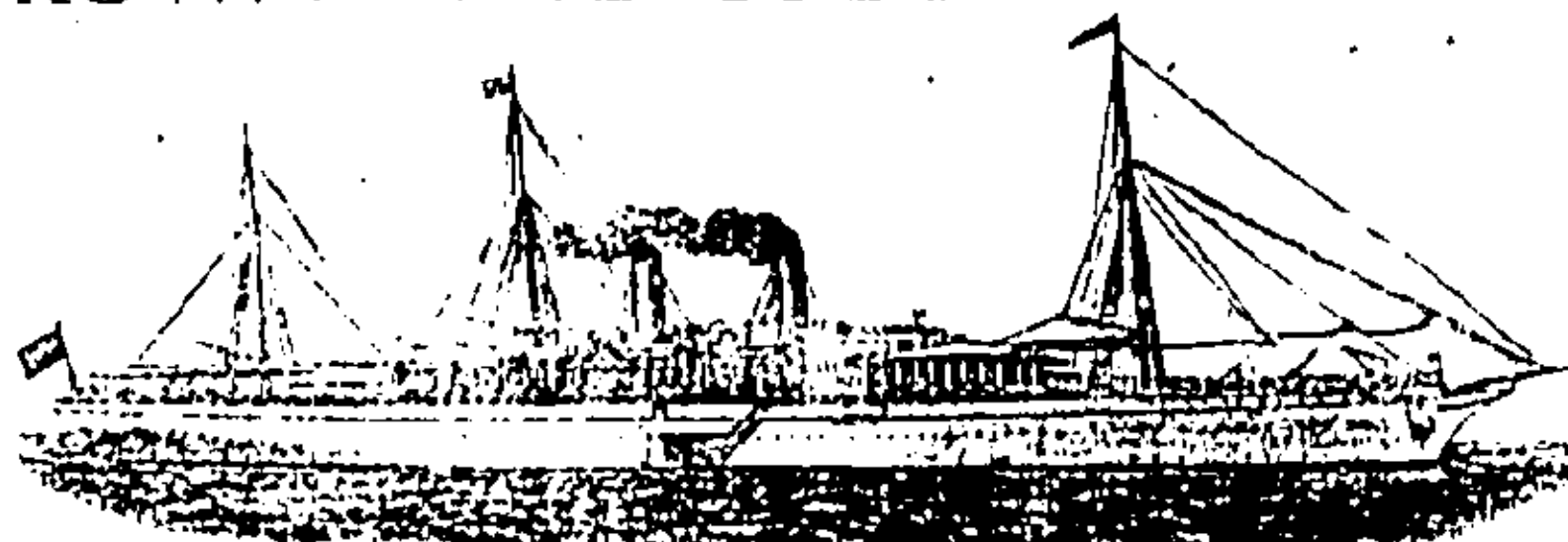
S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 7 TO 7 DAYS ACROSS THE PACIFIC.PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 19th April.
"TARTAR," 4,425 tons, WEDNESDAY, 26th April.
"EMPERESS OF JAPAN," 6,000 tons, WEDNESDAY, 10th May.
"ATHENIAN," 2,440 tons, WEDNESDAY, 24th May.
"EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 31st May.
"EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 31st June.

Hongkong to London, 1st Class, \$14. St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.

THE magnificent twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 29th March, 1905.

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D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

Intimation.

WM. POWELL,
LIMITED.

**LADIES' - -
DEPARTMENT,
"ALEXANDRA
BUILDINGS,"**
Des Voeux Road.

**DRESS-
MAKING!
DRESS-
MAKING!
DRESS-
MAKING!**

All orders turned out in
First-class Style.

The latest Fashions from
the three Cities of the
world: London, Paris,
and New York, arrive
weekly.

Cut and Fit Guaranteed.

**NEW GOODS
NOW ON SHOW.**

**PRETTY
BLOUSES.
FASHIONABLE
RAINCOATS.
DAINTY
RIBBONS.
CHIFFONS
AND LACES.**

A Splendid Stock of
**LOVELY
MUSLINS**
at very reasonable prices,
and a large range of
every known wash-
ing fabric for summer
dresses.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 1st April, 1905. [55]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

W.M. OLE'S PREPARATION
and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on anapnea. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

EMPLOYEE de commerce, âgé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Anglais et l'Anglais dériverait une situation dans l'une des villes de la Côte de Chine.

100 bonnes références—Appointements: de 5 à 6,000 dollars par an. Écrire aux initiales V. N. au journal "Population" de Saigon. Saigon, le 2 Mars, 1905. [32]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

**EASTMAN'S
KODAKS AND FILMS.**
Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOEUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [61]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CUNE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that he will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed or altered.
Ladies and Children's Under Clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAIR of old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

JUST UNPACKED.

MESSRS. FRER, FRER & Co's well-known BISCUITS of the day, viz:—
EVERTON, FAMILY, MARSENA, VEDA, VENICE and PLASMON.

PLASMON BISCUITS are more easily digested and afford greater nourishment and sustenance than any other. PLASMON is a preparation which answers in the scientific knowledge of the day all the Requirements of an Ideal Food.

MESSRS. CHAS. SOUTHWELL'S PREPARATIONS.
JAMS and JELLIES in Glass Jars are specially prepared from Fresh Fruits.
SWEETS in Glass Jars as follows:—MIXED NONPARKS, VOICE JUICES, LIME DATES, PLEA DATES, MIXED PASTILLES.

Inspection Earnestly Solicited.
H. RUTTONJEE,
5, D'Aguilar Street, Hongkong.
37 & 38, Elgin Road, Kowloon.
Hongkong, 22nd March, 1905. [58]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than **TEN CENTS (10 cts.)** per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

CHINESE ENGINEERING AND MINING CO.

JUDGMENT FOR THE PLAINTIFFS.

JUDGE'S STRONG REMARKS.

Mr. Justice Joyce, sitting in Court III. of the Chancery Division on 1st ult., delivered his reserved judgment in the case of "Chang Yen-mao & Others" vs. "The Chinese Engineering and Mining Company, Limited." The trial occupied his Lordship 15 days, and has already been reported by us. The plaintiffs were his Excellency Chang Yen-mao and the Chinese Engineering and Mining Company, Limited, and they sought as against the defendants, Mr. Charles Algernon Moreing, Messrs. Bewick, Moreing & Co., and the Chinese Engineering and Mining Company, Limited, a declaration that a memorandum, dated Feb. 19, 1901, signed by Mr. Herbert Hoover, the Chevalier de Wouters, Chang Yen-mao and Mr. Gustav Detring, was binding on all the defendants, and for an order for the carrying into effect of the provisions of such memorandum. The memorandum provided for the appointment of Chang as director-general of the defendant company for life, and for the constitution of a Chinese Board.

Mr. Leveit, K.C., Mr. Gill, K.C., Mr. Younger, K.C., and Mr. G. Lawrence appeared for the plaintiff; Mr. Hughes, K.C., Mr. Rufus Isaacs, K.C., and Mr. G. F. Hart, for the defendants. C. A. Moreing and Bewick Moreing and Co.; and Mr. Haldane, K.C., Mr. W. F. Hamlyn, K.C., and Mr. Vernon for the defendant company.

In delivering his judgment, Mr. Justice Joyce said:—
This is an action by His Excellency Chang and the Chinese Mining and Engineering Company of Tientsin, whom I will call the Chinese Company, asking for a declaration that a certain document called the memorandum of Feb. 19, 1901, is binding on the defendants, and an order for the carrying into effect of the provisions of such memorandum. Alternatively, and in the event of such memorandum being held not to be so binding, for either a declaration that a certain other document called the transfer of February 19, 1901, was obtained by fraudulent representations and fraud of the defendants or their agents and ought to be set aside, and an order that the same may be set aside accordingly, or a declaration that the defendants are not entitled to retain the benefits of the said transfer, except on the condition of making good to the plaintiffs the obligations imposed by, and performing the provisions contained in, the said memorandum. Then there is a general claim for damages. The transfer is a document which was drafted in English by Mr. White Cooper, a solicitor in Shanghai, brought over to Tientsin for the purpose. It is in the form of an indenture, expressed to be made between the Chinese Company, his Excellency Chang, as the director-general of all the mines in the Provinces of Chihli and Jehol, and director-general of the Chinese Company, and Gustav Detring, a director of the same company, of the first part, Mr. Hoover, as agent of Moreing, of the second part, and the defendant company of the third part. It contains recitals of, among other things, a certain agreement of July 30, 1900, and purports to be a conveyance in pursuance of that agreement of the mines and property of the Chinese Company to the defendant company. No consideration was expressed, but it contains an undertaking by the defendant company to assume the liabilities of the Chinese Company and indemnify such last-mentioned company therefrom. As to the nature, extent, and enormous value of the property comprised in this transfer I may refer, without reading it, to the speech of the chairman of the company at the extraordinary general meeting of that company held on July 16, 1901. A Chinese translation of this document, the principal part of which was his Excellency Chang, who cannot speak English and is not ignorant of our statute law in reference to joint stock companies and English law generally, was made; and both the Chinese version and the English version were executed by the parties therein other than the defendant company, any being sealed with the official seal of his Excellency as director-general of the mines in the province, and so representing the Chinese Government, and with the official seal of the Chinese Company. The place of execution was Tientsin. I do not know whether this document of itself operated as a conveyance of immovable property in China *secundum legem domicilii*. I have some reason to suspect that it did not; and I observe that the third clause, according to the English version, provides that "the Chinese Company and his Excellency and Detring hereby agree with the defendant company to sign all other documents, and do all other acts that may respectively be required for completing the transfer to the Chinese Company of all the properties hereby agreed to be transferred." I have not been informed, however, what is the law of China with reference to any of the matters in question in this action. None of the parties has offered any evidence or made any allegation on the subject, though I have from time to time suggested that it might be required to be considered and have rather invited argument upon it.

The transfer was the outcome of protracted discussion and negotiations for the formation of the Chinese Company into what I may call an Anglo-Chinese Company to be formed in England, the principal objects in view being the better protection of the property of the company in the disturbed state of the country caused by the Boxer riots, and also the introduction of foreign capital for the development and more advantageous working of the mines. The parties between whom such negotiations took place were the defendant Moreing and his firm on the one side and on the other his Excellency Chang and the Chinese Company. His Excellency was from time to time assisted in the matter by Mr. Detring, a foreigner who had been long resident in China and had held some considerable office in the Chinese Customs. Various stipulations had from the first been made by his Excellency in reference to the constitution and administration of the proposed company into which the Chinese Company was to be transformed. In particular it had been contemplated at along and definitely agreed that the capital of the new company should be £1,000,000 in £1 shares, and that of these £750,000 should go, quite properly, to the shareholders of the Chinese Company as the price or part of price of the property, subject to encumbrances that were to be taken over. There were to be two boards of directors, one in China and one in London. The management of the property in China was to be in the China board, and his Excellency was to be director-general as before in general charge of affairs. The defendant company was registered on Dec. 21, 1900, by the Moreings, or a certain Oriental Syndicate which Mr. Moreing had associated with himself in the business, and to whom he in some way turned over the formation of the company, and, I suppose, its promotion and management. According to the Memorandum of Association, the first object, and I may say the principal object of the company, was to carry in effect, with such modifications, if any, as may be agreed upon, the agreement mentioned in Clause of the Articles of Association and in Clause 3 of the Articles of Association provides that the company shall forthwith enter into an agreement in the terms of the draft, which for the purpose of

identification has been initiated by two of the subscribers to the memorandum of association and the board shall carry the same into effect, subject to any modification, and so on. Now, this somewhat curious circumstance that this draft has not been, and could not be, produced at the trial, I am not at all sure what it was, if indeed it ever existed, is omitted to say that at an early period of the negotiations, in the month of August, 1900—the agreement I have mentioned of July 30, 1900, was executed. It purported to be a grant of an assignment in terms by Detring, as agent and attorney of the Chinese Company, to Hoover, upon trust, of all the property of the Chinese Company, and it was thereby in effect provided, among other things, that Hoover should hold the property as trustee for the contemplated new company when formed.

CHANG YEN-MAO'S OBJECTIONS.

Now, his Excellency Chang, being urged by the defendants and the Oriental Syndicate, through their agents in China, including Mr. White Cooper, the solicitor from Shanghai, and also being advised by Detring, to transfer the property of the Chinese Company to this defendant company, personally objected, and, as it has turned out very wisely, declined positively to execute the transfer when submitted to him because it did not contain any statement of the arrangements for which he had stipulated with respect to, among other things, the constitution and management of the new company into which the Chinese Company was to be transformed. The document did not appear to him adequately to protect his Government or the Chinese shareholders or himself; and in this he was perfectly right. In particular, as I observe, it did not even provide for the 375,000 shares being given or paid to the shareholders of the Chinese Company for the purchase of the company's property. Between his Excellency and the agents of the defendants, including Mr. White Cooper, which agents also represented the Oriental Syndicate, as I consider, and its creature, the defendant company, there were long and heated discussions extending over four days. Hoover, as he himself admits, went so far as to use various threats to his Excellency. Ultimately his Excellency was induced with difficulty to accede to a proposal of Mr. White Cooper's that the terms, on account of the absence of which from the transfer, he declined to execute, should be embodied in another document, to be executed previously to and at the same time with the transfer. Under this arrangement his Excellency was assured by the representative of the other parties to the transaction that the memorandum would be as it was expressed to be, a ruling document, and be acted upon, or, in other words, would be binding and be carried into effect. It was upon the faith of and in reliance on these assurances that his Excellency was induced to affix his seal to the two versions of the transfer. The memorandum in two versions, Chinese and English, was executed at the same time in the same manner by Hoover, the agent of the defendant Moreing, De Wouters, who I think may be taken to have represented the Oriental Syndicate and the defendant company and every one interested through them, and it was also executed by his Excellency and Detring. In truth the execution and terms of the memorandum appear to me to have formed not only a material, but an essential, part of the consideration for the transfer (if it was a transfer) of the property therein comprised. Mr. White Cooper, a member of the firm of English solicitors at Shanghai, who acted for the Oriental Syndicate and the defendant company, and prepared the draft of the transfer as also the memorandum, attested the execution. After the present dispute had arisen, Detring, on behalf of the plaintiff or of his Excellency, on July 25, 1902, made a representation of their complaints to Mr. White Cooper's firm at Shanghai, they being the solicitors to the defendant company; and these solicitors, replying on August 11, 1902, say, among other things, "It was in order to maintain the rights of yourself" (that is, Detring and his Excellency) "and the Chinese shareholders that the agreement" (that is the memorandum of February, 1901) "was made. This agreement was dated and signed on the same days as the transfer and re-recognized by Mr. Hoover and De Wouters and ourselves as a binding agreement and a condition precedent" (that is not, perhaps, a very accurate expression) "for the transfer of the old company's property. The terms of this agreement should consequently be loyally carried out. Further, we note the position you and his Excellency have taken up, and will send a copy of your letter to the London board by the next mail, leaving it to them to act as they think fit, and pointing out the serious consequences to the welfare of the company of their refusal to comply with your requirements." Hoover, as appears by his evidence, is really of the same opinion; and I observe that he says that he executed the memorandum simply because it contained nothing but what had been agreed to before, which is true. Indeed, it has not been seriously disputed before me, and at all events I find as a fact, that the terms of this memorandum formed the basis and foundation of the arrangement and were well understood by all parties to be an essential condition, whether as a collateral agreement or otherwise of any transfer being made by the plaintiffs or either of them to the defendant company. I also find as a fact that the terms of this memorandum have not been observed or performed. As alleged by the statement of claim, not denied by the defence of the defendant company, and as proved by the evidence, the defendant company and its directors have declined to recognise the memorandum as having any force or effect, or to abide by the provisions thereof, and they did this down to the time of the trial, although they had somehow managed to get possession of the property, and were claiming it under the transfer. Incidentally, it appears by a letter of Mr. Hoover of March 27, 1901, that he actually took possession of some of the title-deeds of the property by main force.

[To be continued.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1 to 1/16
Do. Demand 1 10 1/2
Do. 4 months' sight 1 10 1/2
France—Bank T.T. 2 3/4
America—Bank T.T. 4 1/2
Germany—Bank T.T. 1 1/2
India T.T. 13 1/2
Do. Demand 13 1/2
Shanghai—Bank T.T. 7 1/2
Japan—Bank T.T. 9 1/2
Java—Bank T.T. 10 1/2

Buying.

4 months' sight L/C. 1 10 1/2
6 months' sight L/C. 1 10 1/2
30 days' sight San Francisco & New York 4 1/2
4 months' sight do. 4 1/2
30 days' sight Sydney and Melbourne 1 10 1/2
4 months' sight France 2 3/4
6 months' sight do. 2 3/4
4 months' sight Germany 1 1/2
Bar Silver 25 1/2
Bank of England rate 25 1/2

OPTIMUM QUOTATIONS	
To-day's quotations are as follow:—	Per picul
Malwa New	@ 1,130
" Old	@ 1,175
" Older	@ 1,250
" Oldest	@ 1,330
Patta New	@ 1,125
Grades New	@ 1,062 1/2
Persian (Paper)	@ 780/910

Entertainment.

**THEATRE ROYAL
CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB.**

"ONE SUMMER'S DAY,"
A Comedy in 3 Acts by H. V. ESMOND,
will be produced
FRIDAY, 7th April, 1905.
SATURDAY, 8th " "
MONDAY, 10th " "
Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and P.T.
Booking Office at ROBINSON PIANO CO., open on and after MONDAY, 3rd April, from 9 A.M. to 4.30 P.M., each day.

ARTHUR CHAPMAN,
Business Manager.
Hongkong, 24th March, 1905. [479]

Notice of Firm.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

WE beg to give notice, that **WE HAVE RESIGNED THE AGENCY** of the above-named Company from this date.
SIEMSEN & Co.
Hongkong, 31st March, 1905. [428]

Intimations.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company, will be held in the Company's Offices, St. George's Buildings, No. 6, Connaught Road, Victoria, on **SATURDAY, the 8th April, 1905, at 11 A.M.**, for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on **WEDNESDAY, 5th, to SATURDAY, 8th April**, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 25th March, 1905. [417]

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1904. [59]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
QUEEN'S ROAD CENTRAL.

Special attention given to his New and Complete Process of colouring, as before, and PHOTOGRAPHICAL ART PRACTISED in all its branches for the Far East.
GROUPS AND VIEWS
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Hongkong, 15th September, 1904. [56]

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Hongkong, 15th September, 1904. [56]

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.
JOHNSON, STOKES and MASTER.
Hongkong, 31st March, 1905. [430]

THE FAMOUS "MAB" RAZOR
WEIGHT LESS THAN 3 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from **THE MUTUAL STORES,** WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, **HOWARD & Co.,** 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.
Hongkong, 11th May, 1904. [53]

A FOOK & Co.,
12, Pottinger Street, Central.
GENERAL STOREKEEPERS, SHIP CHANDISERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

All kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [62]

THE WINE GROWERS SUPPLY CO.

GUINNESS'S STOUT.
"THE CELEBRATED PIG BRAND STOUT"
is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"
is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"
is not medicated nor chemically dized.

"THE CELEBRATED PIG BRAND STOUT"
Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout is better bottled, better packed, and has stronger pack than its rivals.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.

Per case of 8 dozen prints \$24.00
" " 4 " quarts \$19.00
BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.
Hongkong, 16th March, 1905. [42]



Sanitas
IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder.
is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

**WATSON'S
CELEBRATED**

E

BLEND

**A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.**

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises)

BURGUNDIES.

	Per case, quarts.
Nuits	\$15.60
Maron	15.60
Beaune Ordinary	18.00
Do. Superieur	21.75
Volnay	23.40
Do. Superieur	27.00
Pommard	33.60
Chambertin	38.70
Clos Vougeot	47.70
Greve enfant Jesus	54.00
Sparkling Burgundy	21.30
Sparkling Pommard	39.60
Sparkling Chambertin	48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared with bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. In copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 4, 1905

HONGKONG SHIPPING ENTERPRISE.

Much heart-searching has been occasioned in Manila by the action of the China Navigation Company of Hongkong, of which Messrs. Butterfield and Swire are the managing agents, in reducing the freight and passenger rates between Zamboanga and Hongkong and Sydney. Under the new conditions it will be possible for shippers in Zamboanga to send their products to Hongkong at rates twenty-five per cent. cheaper than they could send them to Manila, while the round trip between Zamboanga and Hongkong will cost about 60 per cent. less than the trip to Manila. In other words, although Hongkong is 600 miles farther from Zamboanga than Manila, the freight and passenger charges will be very considerably lower, and merchants will have the advantage of dealing directly with one of the great shipping centres of the Far East. The immediate outcome of the enlightened policy adopted by the China Navigation Company can easily be forecasted. The merchants of Zamboanga, which forms the outlet for the produce of the Moro province, and includes a large share of the trade of Iloilo and Cebu, are not likely to pay the exorbitant demands of Manila shipping companies when they are provided with a regular and fast service to Hongkong and Sydney by a competing line. It is little wonder then that Manila merchants are indignant at the short-sighted and narrow policy of the shipping firms which operate boats between Manila and the principal ports of Mindanao. What is Manila's loss, however, will prove to be Hongkong's gain, and in the end it is bound to lead to closer ties between the two colonies of Great Britain and the United States. Already there are signs that the interests of Hongkong and the Philippines are very intimately allied, particularly in the shipping trade; and now it would seem that Australia is likely to become another factor in the prosperity of the archipelago. There is at present in Manila an Australian Commissioner who frankly states that he is spying out the land with the object of learning what markets are open to Australian products in the Philippines. With a direct port of call from Australia, the possibilities of Zamboanga as a distributing centre are greatly increased, and it is claimed that the enterprising Australians will be in a position to supply the people of the Moro province with fresh meat, vegetables, fruits and food stuffs of all sorts cheaper than they can obtain them from Manila. Furthermore, the Manilans can see the day when the people of Zamboanga will visit Hongkong in preference to Manila, when they are overburdened with money, or desire relaxation and rest. It is a pretty picture from the Hongkong point of view, and it only remains now to discover how far it will come true.

LOCAL AND GENERAL.

THE Swatow railway riot having been settled and work resumed, the Board of Commerce will grant leave to Director Chang Yu Nan to go abroad.

MR. A. Samad, late interpreter at the Magistracy, has been transferred, on promotion, to the Harbour Office, where he has assumed the duties of fourth clerk.

THE first lot of copper, 10,000 piculs, contracted by the Nanking Copper Coinage Mint from Messrs. Carlowitz & Co. has arrived at Shanghai and the Provincial Treasurer has ordered the Taotai to pass it duty free so that it might be transhipped to Nanking—*Eastern Times*.

THE visit of the Prince and Princess of Wales to India will be unusually long. They will arrive in November, and leave in March. Their tour will be an extensive one, and will unquestionably excite very widespread interest in India. The presence of the Princess of Wales will give a special and distinctive character to the visit. The Government have done a very wise thing in prohibiting the exchange of presents. When the present King visited India, the present question gave rise to some awkward difficulties, and it was said that one or two of the native Princes had embarrassed themselves by costly gifts.

ACCORDING to the latest news from Linchow, Kwangsi, Huang Chung Hao has recently captured at Tu Chia Chuan village the notorious outlaws Leun Kin Ex, Su Li, Wang Tse, and Chang Kuei Sung, as well as Chang Lao Che, Mu Ching Hsiang, and Mu Kwang Liang, who supplied the outlaws with provisions and ammunition. After trial, they were all beheaded. Ag Li, Wang Tse, Wang Mun, Wang Shao Te, Mu Sun, and many others were shot.

A China lad came from Canton on Sunday, and passing down the Praya East he suddenly became enamoured of a Chinese woman, old enough to have been his mother, and attempted to embrace her. The woman objected to public osculation, and kept the youth off, and his sudden love turned to sudden hate. He first slapped her face, scratched her, and he threw her down so violently as to cut her lip and her arm; while in the scuffle she lost a gold earring. Her cries attracted the attention of a *Iskang*, and the boy was arrested on the spot. The culprit was placed before Mr. F. A. Hazland at the Magistracy this morning, and sentenced to 28 days' hard labour and six hours' exposure in the stock.

A CHINESE Police sergeant arrested a hawk for hawking without a licence and in the man's possession were found four forks and four spoons stamped with the name of the Café Weissmann. The hawk said he had bought them, and went and found the boy who sold them to him. The boy—a young one of some eleven years of age—was arrested and charged with the theft, while the hawk was further charged with receiving stolen property, well knowing the same to have been stolen. The boy was sentenced by Mr. J. H. Kemp to 48 hours' detention, and to receive 12 strokes with the birch rod, while the receiver was sent to two months' hard labour and six hours in the stocks, his Worship remarking that if there were not so many of these ready receivers of stolen property there would be fewer thefts by house boys.

A PROFOUNDLY illustrated and interesting production is the second number of "The Far East," published by the Shanghai Mercury, Ltd., at Nanking Road, Shanghai. The frontispiece is a copy of an ancient map of the world as conceived by the Chinese and Korean mind. Mr. H. B. Hulbert, who furnishes an explanatory article, points out that the Orientals have allowed himself to draw more heavily upon his imagination than the Occidentals dared to do. As in the middle ages Italy was the geographical centre of the world as known to the Occident, so China, "the Middle Kingdom" was the centre of all things to the denizens of the Far East. The author of the article supplies an index to the map which enables readers to follow the strange document with considerable interest. A beautifully illustrated article deals with Chinese cotton, while F. Borchers has contributed an account of a journey in the Land of the Rising Sun, and illustrates his subject with many fine views. "Simpholus" writes on a visit to the aborigine of China, and his remarks should be of especial interest to Hongkong readers inasmuch as he started his journey at Tschang, whose district borders included the northernmost portion of Kwangtung. "The Far East" is issued on the 15th of each month, and can be obtained from the publishers at \$7.50 per annum, or 75 cents a single number.

GUNNER S. A. Gilchrist, of the Royal Garrison Artillery, was placed to-day before Mr. H. Hazland at the Magistracy, charged with the theft of a gold ring, set with precious stones, and valued at £3, the property of Mrs. Bardsley, wife of Sergeant Bardsley, of the R. G. A. It is alleged that when the loss of the ring was discovered and reported to the police, the accused went to the police and informed them that he had been making a few investigations on his own account, and had seen the ring in a jeweller's shop in Queen's Road, and would take them there and show them the place. A constable was deputed to accompany the man, and he took him to the shop in question, No. 30 Queen's Road Central, and there asked Yu to show the constable the ring he had lately bought. The ring was produced, and when Yu was asked where he got it, he alleged the accused had bought it from Mr. S. The accused stoutly denied this, but Yu was positive in his identification, and the accused was accordingly arrested on the above charge. The case was removed to the Police Court this morning. Yu Shun was also arrested, and charged with receiving stolen property. This case was also remanded until to-morrow, at the same time.

THREE Chinamen, lately arrived in the Colony from Penang, took a pair of bangles to a pawnshop at No. 123 Queen's Road, West, and as they appeared to be gold the accountant said he was prepared to advance \$150. As they were strangers to him he said he preferred to hand over the money to them in their house, together with the pawn-ticket. The party accordingly adjourned to Western street, and the accountant being satisfied handed over the pawn-ticket and \$150 in one note of \$100 and 10 of \$5 each, and left the house. In the meantime one of the men in the pawn-broker's shop had tested the bangles, and found them to be copper, heavily plated with gold. He at once rushed to the Police Station and reported the matter to Inspector Collet, and detectives were sent out to look for the men in question. They were soon found trying to change the \$100 at a money-changers, at 327 Queen's Road, West, and on the men being taken to the station the other 10 notes of \$5 each were found in the possession of the first man, as well as the pawn-ticket, so that all the money was recovered. The men were placed before Mr. Kemp at the Magistracy this morning, and charged with obtaining money by false pretences and sentenced to two months' hard labour and three hours in the stocks each. So well were the bangles made, and so clever in appearance, that His Worship required them temporarily for examination, and to show his colleague in the other Court.

HONGKONG SHIPPING.

PROSPECTS FOR THE YEAR.

A SHIPBROKER'S OPINION.

The latest statement of charters effected with vessels trading on the China coast, issued by Mr. E. C. Ray, shipbroker, Hongkong, affords some idea of what may be expected during the year in the shipping trade. In conversation with a representative of the Hongkong Telegraph, Mr. Ray referred to the rate obtained for rice freight from Saigon to Hongkong. The *Tanlin* had obtained 13 cents per picul, which is lower than the general figure.

THE RICE TRADE.

"The reason is," said Mr. Ray, "that all the rice in Saigon has been bought up mainly for the Japanese, and every one of the mills in Saigon is going night and day to meet the demand. A considerable quantity of the rice will go to the Philippines. The rice that goes to Japan is not for immediate use; it is kept and stored, no doubt for war purposes. The Japanese have been doing that since the war began. In Hongkong there has been a fair demand for rice which it is intended to dispose of in Japan; but that rice has come from Bangkok, Saigon and Haplong. The export trade in rice begins early in March and in a week or two it will not be of much account; prices are low and there is very little going on. With regard to the Philippines, I have been fixing prices at 36 to 38 cents per picul, that is a paying price; but it will go off again in a couple of weeks. Two big steamers to carry 50,000 piculs have been chartered at 30 cents per picul, but that is nothing exceptional—indeed, it is not quite good enough for this market."

NEWCHWANG TRADE.

Questions were asked on the subject of the Newchwang trade. Mr. Ray said that he did not look forward to very bright prospects from that quarter.

"This year a lot of steamers have gone up to Newchwang with produce," he said; "but these boats are finding it very difficult to get any cargo back and you can not make a quotation from Newchwang. Last year the market opened from Newchwang to Canton at something like 45 cents per picul. It immediately rose to 60 cents. This year, however, boats have been coming from Newchwang to Swatow—and the same price applies to Hongkong—at 23 cents. But you can not get 20 cents to-day."

LAST YEAR'S COMMODITIES.

In this connection it should be borne in mind that the conditions prevailing at Newchwang in April last year were vastly different from what they are to-day. Then Newchwang was in the possession of the Russian troops; the sea in the vicinity of Newchwang was heavily mined, floating and submarine dangers everywhere abounded, and in taking cargoes for that port shipowners had to consider the possibilities of destruction before Newchwang was reached and the probability of capture by the investing Japanese squadrons. In addition to that, there was an exceedingly scarcity of tonnage, so that the reason for the high rates prevailing is obvious. Even now, it may be taken that a rate of 30 cents per picul is quite 25 per cent. above the average price ruling before the outbreak of hostilities.

Mr. Ray stated that last year at this time the rate from Saigon to Hongkong was 23, 24 and 25 cents per picul, which, he remarked, showed that there was good business being done. This year prices are lower.

COAL CHARTER.

With regard to the subject of coal charters it was pointed out that, according to the report, \$1.40 per ton was paid to the *Stanley Dollar* from Moji to Hongkong.

"The Japanese Government have stopped the indiscriminate shipments of coal from Moji to foreign countries," said Mr. Ray. "All the better class of coal is being kept in the country, no doubt for the use of the Government warships, transports, etc. The Government have not interfered with contracts, however. It cannot be said that \$1.40 per ton is a good rate; indeed, on the contrary, it is a low figure. We had it at \$2.80 and \$3 for a time, but the immense tonnage which has been coming out here all the year has been responsible for a reduction in the rates. These boats are glad to get anything they can find in the way of cargo, and rates are cut down to next to nothing. In the north of China there has been a lot of charters going about for small steamers, mostly for the Japanese account. That has been the case, the steamers capable of carrying about 25,000 piculs off the market, but there are still plenty of big steamers looking for charters."

HONGKONG PROSPECTS.

The interviewer asked Mr. Ray whether, in his opinion, the prospects of the Hongkong shipping trade for 1905 could be considered favourable.

"Everything depends upon affairs in the North," Mr. Ray replied. "In the event of peace being declared, you will find the place crowded with shipping which have no charters and are willing to take anything that comes along. There are about 120 Norwegian ships alone in the East. At present they are engaged in the Japanese trade, and so long as the war continues they are not likely to enter into competition with local boats, but should peace arrive there will be another story to tell; we shall be overwhelmed by the tonnage of these boats, and it is difficult to say what will happen. But it is too early yet to forecast the prospects of the year. We can only wait and see how matters turn out."

NEWCHWANG OPEN.

It should be noted that the Liao river has been opened to the trade of all nations by Japan, and that 22 vessels were at Yingkow, the port of Newchwang, on the 29th ult. This action on the part of Japan, indicative that she is prepared to keep her promises, has gained the approval of all merchants trading on the Liao.

VANDALISM IN HONGKONG.

THE NATURAL FERNERY IN QUEEN'S ROAD.

Many who have occasion to walk along Queen's Road East, writes a correspondent, must have noticed and admired the ferns and foliage which covered the grey rocky boulders forming part of the walls adjacent to the barrack entrance. They gave a breath of the country to the regular lines of the military buildings and reminded the newcomer, and the jaded worker, of leafy lanes and pleasant dales in the old country. But to some vandal, who was evidently born without a sense of the aesthetic, they appeared only as excrescences on the hill side. "The drooping ferns, clinging miraculously to cracks in the rock, and finding a foothold where a sparrow could not stand, made no appeal to the picturesque, with the result that they have been ruthlessly torn down and flung into the street. A gang of Chinese coolies, who might have been better employed, was seen the other day carefully pulling every plant up by the roots and in place of a charming bit of greenery there is nothing now but a bare and barren rock, as devoid of Nature's embellishment as an islet in the Atlantic. It would be interesting to know why the order was given to uproot the ferns. It could scarcely be held that they occupied a place of strategic importance; nor could it be argued that they constituted a nuisance or an eyesore. The very reverse was the case, for it seemed that only by a freak of Nature—one of those happy incidents which arouse the interest of the least sentimental—could these plants have found a lodgment in the interstices of the rock, and drawn nourishment and life from the barren cracks. What it is remembered that in England people will walk miles to see a bit of fernery, the vandalism of the order to remove these unoffending plants in Hongkong, seems to be all the more pronounced. Was it the idea that if they were allowed to grow and flourish they might become rivals to the 'Fernery in the Public Gardens'? At any rate, whatever the reason, the rocky mounds have been denuded of their beauty spots, and the place seems colder and more forbidding than ever.

NAVAL NOTES.

The *Vengeance* leaves Colombo for Singapore and Hongkong on Friday next, the 7th inst.

A whale's race between H.M.S. *Glory* and H.M.S. *Ocean* was pulled off yesterday evening, the latter winning by about five lengths.

The *Glory* will probably be going alongside the docks at Kowloon at an early date for the purpose of having one of her barbette guns lifted out and a new one put in.

SURVEY WORK IN MIRS BAY.

(From Our Naval Correspondent)

One of the ships of His Majesty's Fleet which is frequently flitting in and out of the port is the little surveying vessel *Waterwitch*, which, it may be remembered, sometime ago came in for a rough handling during a typhoon just off the southern shores of Formosa. Those aboard of her have done much in providing the navigator in Chinese waters with reliable charts, and since the occupation of Hongkong and the cession of the New Territory have been responsible for most of the survey work in the territorial waters of the Colony. She went out recently for a cruise to Mirs Bay and returned to-day.

CATAPROPHIE NARROWLY AVERTED.

In connection with the survey work in Mirs Bay it will be of interest to note that during the past few weeks divers of the fleet have been busy in blowing up submerged rocks and rendering more secure the numerous anchorages with which this fine stretch of water abound. There are still several dangerous rocks which will doubtless receive the attention of the Naval authorities in the near future, and one in particular which last week was nearly responsible for a serious mishap. It seems that the squadron has just weighed anchor and was proceeding to Hongkong when a heavy fog enveloped the ships so that navigation was rendered extremely difficult. They had not proceeded far when it became known that one of the foremost ships was almost on top of a rock and had only just managed to divert her course in the nick of time. The vessels behind opened out and passed the rock in safety.

BOUND SOUTH.

There is a rumour afloat that the fleet will shortly be leaving the station for a cruise in southern waters, and although the exact date does not appear to have been definitely decided upon, report has it that we shall up-anchor and away in the course of a fortnight or so.

THE "VENGEANCE."

Capt. Adair, who has just recommissioned the *Vengeance* at Colombo has been promoted to the rank of Rear-Admiral to date from 1st inst. This battleship arrived at Colombo on the 26th ult. at 4 a.m. after experiencing a most pleasant voyage from Singapore. After leaving the southern port it was not found convenient to increase speed as was at first intended, the ship being sent along at an average of about twelve knots. About thirty miles to the south-west of Ceylon a torpedo-boat destroyer was sighted apparently steaming a westerly course, but she was too far distant and making so much smoke that it was impossible to make out her nationality.

The *Barfleur* was expected at Colombo on the 22nd ult.

Two Germans have completed the railway from Tsingtau to Tsinanfu. A line from Tsinanfu to Ichowfu is projected, says the *Universal Gazette* in confirmation of a telegram appearing in our columns several weeks back, and another line has been commenced to be built from Tsinanfu to Tschow whence it will be extended to Shunte to join the Lu Han trunk line forming a complete system of communication in the province of Shantung.

THE STRANDED "SULLY."

HOPE STILL ENTERTAINED THAT SHE WILL BE RE-FLOATED.

In yesterday's issue, we published a telegram, translated from an Indo-China paper, which stated that all hope of saving the French cruiser *Sully*, now lying stranded in the Bay of Along had been abandoned, and that it only remained for the salvage party to save what they could from the vessel. Another despatch was to the effect that the Admiralty officials had given up the salvage operations as hopeless, and were now reconciling themselves to the loss of 25 million francs. Hongkong is so keenly interested in this question, and so many local interests are involved in the success of the salvage party, that it was hardly to be believed the state of affairs was so bad, especially when nothing but favourable news regarding the operations of the salvagers had so far been received in Hongkong. Moreover, it had to be remembered that the telegrams in the French press had been alternately hopeful and pessimistic, and at the same time so vague that it was difficult to make head or tail of them.

In view of these conflicting accounts the *Hongkong Telegraph* made inquiries to-day in certain quarters where the truth of the situation is bound to be known. Although no authoritative statement was made there seems to be not the slightest doubt that the depressing telegrams of the French newspapers are without foundation. It may be asserted that the salvage party from Hongkong have not abandoned their efforts to save the cruiser and far from believing that the success of their operations is impossible, the highest hopes are entertained that the *Sully* will be re-floated and brought to Hongkong for a thorough overhaul. The full details of the result of the salvage party's work up to the present time are not yet divulged, but there is every reason to believe that those in charge of the operations are by no means dispirited with what has been achieved, and look forward confidently to the ultimate success of their efforts to re-float the cruiser.

WEDDING AT THE PEAK.

WILLIAMS—POTTINGER.

The interior of the Peak Church was prettily decorated this morning in honour of the wedding of Miss E. Pottinger and Captain Williams, who are so well known in the Colony that it was expected that when the chaplain of St. John's Cathedral (the Rev. F. T. Johnson) tied the nuptial knot there should be a large gathering of friends both of the bride and bridegroom present. Those who have been laid low on a bed of sickness and have had their comforts ministered by Sisters of the Peak Hospital will long have occasion to remember the kindly sympathy and cheerful smile with which they were always greeted by Miss Pottinger, who, for many months past, has been on the nursing staff of that institution, while those who have been brought in contact with Capt. Williams, of the Chinese Imperial Maritime Customs, have invariably found him a capital comrade and always the best of friends. At the ceremony this morning the bride, who was given away by Dr. A. Rennie, was attended by Miss Stacey and Miss E. Hux, of the Peak Hospital, while Mr. R. Douglas accompanied Capt. Williams as best man. The wedding over the bridal party had to hasten away to join the s.s. *Coptic* as Capt. and Mrs. Williams are proceeding to Japan for a six weeks' honeymoon, and in consequence of the early departure of the steamer, and the call upon the bridesmaids' time the bride and bridegroom were unable to be present at an informal 'breakfast' held later in the Hongkong Hotel at which about a dozen gentlemen were present.

MISSING EUROPEAN FOUND.

Yesterday afternoon a Japanese woman went to No. 2 Police Station and reported that her master, "Mister Smith," was lying very ill and destitute in his house at San Wa Fong, near by, and asked the police to go and see what could be done for him. The inspector in charge immediately despatched a constable, who shortly after returned and reported, upon which the inspector went to the house and discovered that the sick and destitute man was no other than Henry Smith, who, as we announced months ago, was missing. Smith had been employed at the rope works, but resigned after drawing his salary, and quietly disappeared. Though advertised for and sought for by his friends, he was not heard from again. It now appears that he has been living in this semi-European district ever since, on the proceeds of his last salary and his savings, until all his funds were exhausted. The Japanese woman stated that her master was "subject" to some sort of fits, and as he appeared to be very ill, the inspector sent for an ambulance, and had him removed to the Government Civil Hospital, where he was admitted and detained for treatment. This disposes of the theory that he had met with foul play for the money he had about him when last seen!

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Yartar*) 5th inst.
English (*Coromandel*) 6th inst.
American (*Siberia*) 7th inst.
Canadian (*Empress of India*) 10th inst.
German (*Prinz Heinrich*) 11th inst.
Indian (*Nansang*) 17th inst.

The C. S. N. Co.'s s.s. *Nansang* left Calcutta for this port via the Straits on 1st inst., and is expected here on 17th inst.

The Imperial German Mail s.s. *Prinz Heinrich* left Kobe and Nagasaki and Shanghai on 31st inst., and may be expected here on 11th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 10 a.m. on 3rd inst., and left again at 4 p.m. same day, for Kobe, where she is due to arrive at 5 p.m. on 4th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 12.30 p.m. on 3rd inst., and left again at 4 p.m. same day, for Kobe, where she is due to arrive at 4 p.m. on 4th inst.

TELEGRAMS.

[Reuter's.]

The "Varsity" Boat Race.

LONDON, 1st April.

The Varsity boat race resulted in an easy win for Oxford.

The Grand National.

"Kirkland" 1.
"Napper Tandy" 2.
"Buckaway" 3.

The Japanese Loan.

2nd April.

The subscriptions to the American half of the Japanese loan amounted to nearly £100,000,000.

The Emperor of Germany's Tour.

The Kaiser has left Gibraltar for port Mahon and Naples.

The Times remarks it is not surprising that the Queen left Gibraltar a few hours before the Emperor's arrival considering that he came directly after an overt demonstration against the Anglo-French entente.

The Third Baltic Fleet.

Admiral Nibogato's third Baltic squadron has passed L'erin making for Jibuti.

The Anglo-French Entente.

The scrupulous adhesion of England to the Anglo-French agreement on the occasion of the Kaiser's visit, gives satisfaction in France.

Prospects of Peace.

Later.

Official denials of peace parleying are plentiful, but there is a firm conviction on the Paris and St. Petersburg bourses that peace is approaching.

Supplies for Vladivostok.

PREPARING FOR A SIEGE.

Ten trains are leaving Russia daily laden with commissariat and war material for Vladivostok in view of a forthcoming siege.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board is being held in the Board room this afternoon when the following business is down for transaction.

THE CEMETERY BYE LAWS.

The Hon. the Principal Civil Medical Officer was directed to inform the Board that His Excellency the Governor is not prepared to agree to any amendment of the Cemetery Bye Laws, Nos. 4 and 11, on the lines indicated by the Board's resolution of March 21st, 1905. There was no formal reply from the Hon. the Colonial Secretary, but simply a minute addressed to him as President instructing him to convey to the Board the purport of certain minutes by His Excellency the Governor and the Colonial Secretary.

CHINESE TRANSLATIONS.

The Hon. the Registrar General submitted a minute relative to the translation of Chinese translations of letters by the Board to Chinese. He stated that towards the end of last year there was a discussion at a meeting of the Board as to the form of translations of letters written by the Board to Chinese. Nothing was then said about such a thing, but he had since been told that a stamp in Chinese is affixed to each letter sent to Chinese telling them to apply at the Board's office if they want it interpreted. He had seen numerous letters from the Sanitary Department to Chinese, but he had never yet seen this stamp affixed, and he learned from inquiries he had made that it was not on every letter. If the present procedure was to be adhered to it would be advisable (1) to have the notice printed on the letter paper, (2) to alter the notice to read "an explanation of this letter will be given on application at the Board's Office, or at a District Office, between the hours of—". People should not be compelled to come to the Central office from Kowloon Causeway Bay, or Kennedy Town, (3) There should also be a notice in English to the effect that "District inspectors are directed to explain this communication." (4) The instructions to these inspectors should contain an instruction that it is part of their duty to explain these letters, and a fixed time should be given when the inspectors should be in attendance at their offices.

Mr. Atkinson moved.—All notices should be translated and sent to those for filling up rat runs.

Mr. Lau Chi Pak moved.—I agree with the Hon. the Registrar General. All the inspectors should be instructed to explain when asked. I may say that in the majority of cases people are prosecuted and fined more for ignorance and want of explanation than for wilful negligence or non-compliance.

PUBLIC WATER SUPPLY.

The Government Analyst submitted his report on samples of water taken from wells at Pokfulam, Tylam, Cheung Sha Wan and Kowloon, all of which were found of excellent quality.

LINE-WASHING.

For the fortnight ending 28th March, the report showed that 3,318 houses were line-washed, under the supervision of the Sanitary Board's officers.

Two British Emigration Agents established an office at Tsingtau for the purpose of enlisting 3,000 coolies for the gold mines in South Africa. They did not meet with the success they expected, as only 100 coolies signed on and embarked in the trains for Tsingtau. On arrival of the trains in Tsingtau it was ascertained that only 30 decided to go, the rest thought better of it and decamped, says a German telegram.

"MEXICO" YESTERDAY AND TO-DAY.

In sending us a copy of a book, bearing the above title, which with the authority of the Mexican Government has been published in various languages for distribution at the St. Louis World's Fair, Mr. F. D. Barretto, the Vice Consul for Mexico, draws attention to the flourishing condition of the country at the present time as compared with the year 1876. This work presents a brief history of that brilliant period during which Mexico has held the attention of the world, through the unexpected and intrepid way with which she commenced a life of modern civilization in the year 1876, and shows how the country has entered upon a flourishing period in which the school and the book are the workshop where the intelligence and ambition of future men are formed, and where the revival of lessons is everywhere heard as the harmonious prelude of the hymn that a happy people sing in praise of work and peace. "The Mexico of yesterday" says the author of the book "has transformed itself like the mythical Phoenix, growing again from its own ashes, and springing to-day in all its strength side by side with the other nations of the old and new worlds, full of fame and decided to contend as a worthy athlete for the glorious conquests undertaken by the civilized nations in order to attain the summit of their greatness. A new case, worthy of study is offered to the sociologists, the thinkers, the politicians and the statesmen. What has become of the ungovernable and revolutionary country of yesterday? Upon the same lands followed by the horses' feet, who like a sweeping whirlwind carried away the newly-sown fields spreading death and desolation upon their passage, green fields of growing harvests extend themselves like an emerald carpet, their colour representing the hope of a rising nation. The farmer sows in those same furrows that were opened by the heavy wheels of the cannon vomiting death and mowing down limbs of humane beings the seed that will grow into a luxurious harvest, the deserted homes in which the widow was mourning the absence of a beloved husband torn from her arms and the loss of a cherished son taken from her bosom by the revolutionary waves, shines a rising sun of great splendour in a cloudless heaven, and in its rays is felt the warmth that brings joy to the heart, songs and laughter are heard, showing that the hearts are gay and satisfied. There are no more fears, no more dreads, nor mourning in the breasts of those people, the husband is there, the son has returned, the soil cultivated, the cattle grazing securely and peacefully, the granary is filled, and peace and tranquility reign in the hamlet of the poor workman as well as in the mansion of the rich. The smoke of the battlefields has changed to incense pouring forth from the high furnaces of the manufactures, the warlike blowing of the bugles that rowed against each other brothers filled with fratricidal hate has turned silent, and in its stead vibrates the whistle of the engines calling to their daily labour the workmen, to pay their tribute to the holy temples of humanity work, animated by the divine spirit. In the morning, sowing in the rustic cabin of the poor as well as in the opulent mansion of the rich the public tuition of science and righteous good that will educate the future rulers of the country, this mighty man passes, following his path of salvation. The new generation born amongst the harmonious joy of progress and civilization will be the heirs to this inheritance, to keep it as a sacred deposit to pass, enlarged and glorified to the posterity."

THE GREAT CANAL SYSTEM OF CHINA.

SOME LESSONS FOR THE WEST.

The U.S. Consul at Hangchow, Mr. G. E. Anderson, in the course of his latest report, states that there are several features of the canal system of China, especially of the Imperial or Grand Canal, which can be studied with profit by the people of the United States. One of these is the use of the canal for the production of food in addition to its use as a means of transportation. Allied to this is the use of the muck which gathers at the bottom of the waterway for fertilisation. Another is the use of every particle of plant life growing in and around the canal for various purposes. The Chinese secure a vast quantity of food of one sort or another from their canals. However the water is supplied to the rice, it is evident that there must be a waterway leading to the field and back to a principal stream, which is generally a branch canal. These waterways naturally take up a considerable portion of the land, and the Chinese make as profitable use of them as of the land itself. The first use of the waterways is for fishing. The quantity of fish taken from the canals of China annually is immense. Along the canals in China at any time may be found boatmen gathering muck from the bottom of the canal, and as soon as the boatman has a load, he will proceed to some neighbouring farm and empty the muck, either directly on his fields—especially around the mulberry trees, which are raised for the silkworms—or in a pool, whence it is taken later to the fields. From this muck the Chinese farmer will generally secure enough shellfish to pay him for his work, and the fertiliser is clear gain. The fertiliser thus secured is valuable. It is rich in nitrogen and potash, and has abundant humus elements. This dredging of the canals for fertilisers is the only way by which the Chinese have kept their canals in reasonably good condition for centuries. The fertiliser has paid for itself both ways. Recently there were complaints filed at Peking that the ashes from the steam launches plying on the canals were injuring the muck for fertilising purposes, and the problem has been considered a serious one by the Chinese Government. Where there are so many canals there is more or less swamp ground. In China this is utilized for the raising of lotus roots and nuts. There are duck farms all along the canals in China. These are profitable. The coming of railroads will affect the canals somewhat, but not so much as may be imagined, for the railroads will very largely build up a trade of their own. A little money will make China's canal system in the future what it has been in the past, the greatest on earth.

DOUGLAS STEAMSHIP COMPANY.

THE NEW VESSEL FOR CHINA TRADE.

According to a local contemporary, the new vessel which is being built in England to the order of the Douglas Steamship Company is expected to arrive in Hongkong in August. That statement, however, on the authority of the general agents, is without foundation. No news has been received in Hongkong as to the probable date of the new vessel's arrival here, and as there was no provision as to when the vessel should be delivered it is impossible to say when the vessel will be seen in Chinese waters. As a matter of fact, according to the Douglas Steamship Company, the vessel has not yet been launched, so that any statements as to the date of her completion and departure from England are purely speculative.

CHINA SUGAR REFINING CO., LD.

"MANILA TIMES" ADMIRATION.

HONGKONG AND PHILIPPINE INDUSTRIES COMPARED.

When one reads of the extraordinary success which has attended the operations of the China Sugar Refining Company of Hongkong during the past year the discouragements and setbacks that have beset the sugar industry in these islands appear all the more dismal in comparison, and one wonders, not without some impatience, why it is that a demon of ill luck seems to dog many of the enterprises of the Philippines, when similar enterprises in foreign colonies, only a few hundred miles distant thrive and prosper.

The China Sugar Refining Company, with a capital of two millions of dollars, Hongkong money, has been able to make a profit of a cool million dollars, or half its capital, during the past year. This in itself is a wonderful piece of news. But what is even more wonderful, in the Philippines, where a large part of the sugar grows that is refined in Hongkong, thus it has not been possible for sugar refining to be made to pay, and the Malabon refinery, which, by the way, is under the management of a Hongkong firm, has remained closed four years in succession, simply running up an additional debt for money expended for the care of the machinery. Even though this refinery is being started again it is being done experimentally, and the future is by no means assured.

Why is this difference between the returns of a staple industry here and in Hongkong? We are in the land where the sugar grows; we have the advantage of the transportation question, for the raw material has but to be brought in from the provinces, whereas the sugar that is sent in Hongkong to be refined has to be transported from the province where it is produced, to Manila, Iloilo or Cebu, thence lightered over ship's side and carried across the China sea, to be lightered again, ashore to the mills, thus paying not only ocean freight but lighterage both at this end and at Hongkong, and wharfage. Besides, we are equally near the market, for the Philippines themselves consume large quantities of sugar, and the refined article can be shipped to China, where there is an ever-increasing demand for it, as cheaply at least, as the raw sugar can be shipped to Hongkong for refining. Is there a curse over the islands, by which it is decreed that the ordinary and legitimate pursuits by which mankind are wont to secure sustenance and win wealth in other tropical countries shall not prosper; or is there some fatal defect in our laws which places our enterprises perpetually at a disadvantage when competing with the industries of other countries? Is it lack of governmental encouragement that keeps the sugar refining business limp and nerveless, or where is the lack of intelligent management? We are honestly desirous of knowing, and are loath to censure anyone or the unfair trade fact that the Philippines are not enjoying the prosperity that every endowment of nature and advantage of commercial position gives them the right to expect. What we want is to have the matter taken up and the defect found and remedied, far beyond the question of a doubt there is a defect somewhere that can be rectified. It is a matter that reflects on our dignity and augurs no good for the island if so fundamental a business has not succeeded here during the American occupation, and as the matter must be made somebody's business before it can be handled efficiently, we suggest that the government take it up and make it the subject of official investigation, and report, just as it did the opium question, and the inter-island shipping problem, and that the private mercantile enterprise which has some natural aptitude in the matter be called upon to assist, just as they were in solving the local tariff problem. We have an executive department of commerce and police, and such investigations as these are among its natural and most important functions. The thing that will cure the ladron evil quicker than anything else in the world is to get the industries of the country—that is, of course, the legitimate ones, the ones that contribute to, not detract from, the general wealth and happiness of the people, on a sound paying basis. The young men would be getting good wages in the sugar mills and cane fields, and other walks of industry, and would have no time or inclination to listen to the specious pleas of the ladron recruiting officer. Thus the commercial prosperity of the country would simplify the administration of its police affairs.—*Manila Times*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory—

On the 4th at 12.10 p. The barometer has continued to rise over China and W. Japan. In E. Japan it has fallen.

The area of high pressure is central over Mid China and pressure remains low over the Pacific to the South of Japan.

Gradients are slight on the China coast and moderate N.E. winds will prevail in the Formosa Channel.

Strong N.E. winds may be expected over the N. part of the China Sea where gradients are rather steep.

Forecast—Moderate or light N. winds; fair, cloudy.

WESTMINSTER GLEE SINGERS.

FINE CONCERT AT THE CITY HALL.

When the Westminster Glee and Concert Party were last in Hongkong they were handicapped by the presence of the Dallas Company at the Theatre, to say nothing of the miserable weather which then prevailed. But now that they have returned from Shanghai where they gave a most successful series of performances, it may be expected that all lovers of music in Hongkong will make a point of attending at least one concert. Last night, they opened in the City Hall the first of three evening performances. It is difficult to comment on the character of the programme or the singing of the artists without appearing to speak in the language of exaggeration. The fact is that Hongkong residents have so few opportunities of listening to really high-class and at the same time popular music, rendered by singers who are at the head of their profession, that one is apt to be sceptical when unlimited praise is awarded. The fact remains, however, that those who attended the concert last night were charmed beyond their utmost expectations. The singing of Madame Marie Hooton was even better than when she was last in Hongkong and in "The Bonnie Banks of Loch Lomond," "An Irish Lullaby," "The Ballad of the Daughter of Islington," and a Norfolk song, "The Green Broom," Madame Hooton had a variety of songs which thoroughly tested and proved the excellence of her rich contralto voice. Encores were eagerly demanded, and graciously given. The singing of the four male voices, combined with the four choristers, was as delightful as ever. The voices blended admirably, and the strong background furnished by the adult singers served to emphasise the beauty of the young voices. Mr. Hadyn Fraser sang "The Banks of Allan Water" with fine feeling and reserve, while Mr. Sternale-Bennett's bass was heard to effect in "King Henry's Song." Mr. Edward Branscombe rendered "The Irish Emigrant" with all his usual skill and tenderness. As usual, Mr. Dudley Causton's humorous sketch of a village concert was provocative of great laughter. Altogether the performance was certainly equal to, if it did not indeed surpass, that previous concert given by the Westminster Glee and Concert Party; and many will regret their negligence if they fail to hear this unusually strong combination of musical interpreters. They are appearing in the City Hall again this evening, and to-morrow give two performances including a matinee at 4.30 p.m.

ANOTHER FIRE.

Shortly after midnight last night another alarm of fire was turned in at the Central Police Station from the Central district, and the Fire Brigade, under Chief Inspector Baker promptly repaired to the scene of the outbreak, which was found to be in the kitchen on the ground floor of No. 76 Des Voeux Road, Central. The lower floor of this house is used as a Chinese medicine shop, and the upper storeys as a room and quarters for the fobis of the shop. As it happened there was plenty of water and as the fire was kept under and prevented from spreading to the floors above, so that the kitchen alone was gutted. The damage done was roughly estimated at about \$300, and the premises were insured with Messrs. Jardine, Matheson and Co. for \$1,000.

PRESENT CONDITIONS AT PORT ARTHUR.

The *Chiao Tung Daily News*, states that late arrivals from Port Arthur report that the whole railway line from Port Arthur to Dabai was in complete working order more than a month ago. The Japanese are using their own locomotives and engines, and the railway gauge has therefore been narrowed along the whole line to fit the Japanese meter. To the north-east of the fortress they have been busy lately exploding Russian landmines. All the golden Russian eagles have been removed from the hulls of the sunken warships. More diving material has been received from Dabai, but so far no attempt has been made to raise or repair the Russian ships. Japanese workmen are actively clearing up all the old stuff lying about in the dock-yard. A great quantity of old clothing and trappings has been collected from different parts of the town and has been burnt. On the town the Japanese are now collecting the bodies of the soldiers who fell during the siege, which they pile together in great squares near the village of Suishi-e. Kerosene is poured over the ghastly pyres and they are then set on fire. The Chinese now living in Port Arthur are reported to be anxious to get away from the town because of the constant rumours afloat amongst them to the effect that the Japanese have lost Liaoyang.

COMMERCIAL.

SHARE LIST.

Messrs. Benjamin, Kelly & Potts' quotations, to-day are subject to the following further alterations:—
Star Ferries \$28 b. (new issue)
China Sugars 224 b.
Farnhams Tls. 145
Green Island Cements (old) \$37 5a.
Do. (new) 17 5a.

SHANGHAI FREIGHT.

In their report of 30th ult. Messrs. Wheelock and Co. write:—A marked improvement has not as yet taken place in our Homeward Freight Market, and we must say that it still remains very dull. We cannot help feeling, however, that better things are in store for the near future.

Coastwise.—This market is distinctly better than at last writing, and rates are firmer all

round. Newchwang has opened and there has been the usual rush of tonnage for that port. Outwards from Newchwang, however, things are not so bright, and there is very little cargo offering. Coal rates are firmer owing to the scarcity of tonnage, but stocks in Japan are still very low, a fact which tends to keep rates down.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Capt. P. M. Lake, will be despatched as above, on TUESDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th April, 1905. [437]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, England; Tobacco Manufacturers, has on the 9th day of February, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—



in the name of BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following description of goods in Class 45:—

MANUFACTURED TOBACCO.

Dated the 3rd day of April, 1905.

DENNY & ROWLEY, Solicitors for the Applicants.

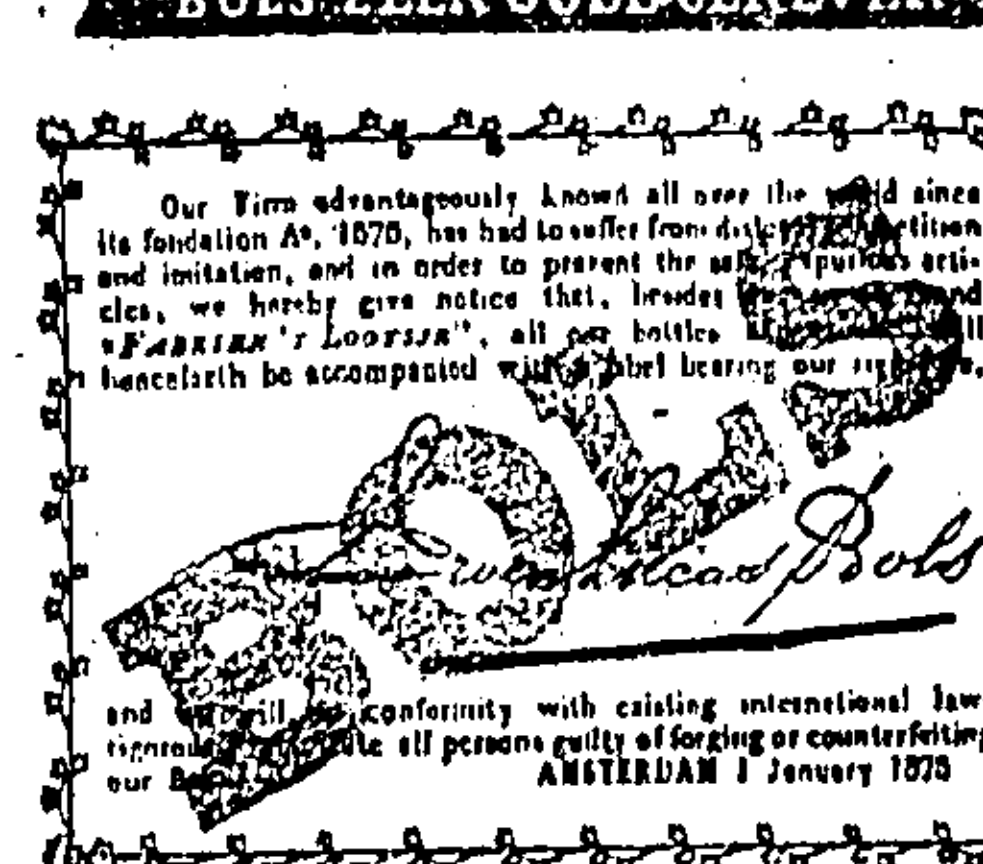
THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the AMSTERDAMSCH LIKEURSTOKERY T LOTSJE DER ERVEN LUCAS BOLS OF DISTILLERY T LOTSJE, Amsterdam, Holland, Distillers, have on the 17th day of November, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—



BOLS ZEER OUDE GENEVER.



ERVEN LUCAS BOLS
HET LOTSJE
AMSTERDAM

in the name of AMSTERDAMSCH LIKEURSTOKERY T LOTSJE DER ERVEN LUCAS BOLS, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of GIN and LIQUORS, in Class 43.

The word "Genever" is in use varied by the substitution of the word "Liquors" when applied to Liquors.

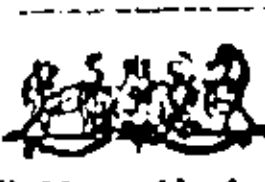
Dated the 4th day of April, 1905.

WILKINSON & GRIST, Solicitors for the Applicants.

NOTICE.

BY Mutual Consent the Responsibility of MR ARMAND LEVY in our Firm CEASING from To-day, and MR ALBERT WELLS has been appointed MANAGER. SENNET FRERES, 40, Queen's Road Central.

Hongkong, 1st April, 1905.



CITY HALL.

UNDER THE PATRONAGE OF H.E. THE GOVERNOR.

MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

TWO CONCERTS ONLY.

TO-NIGHT! TO-NIGHT!

(TUESDAY), 4th April.

AND

TO-MORROW (WEDNESDAY), 5th April.

SPECIAL MATINEE

TO-MORROW (WEDNESDAY), at 4 P.M.

Children Half-price.

Complete Change of Programme each Concert.

The Programmes include a unique collection of

NATIONAL BALLADS

of

England, Ireland, Scotland and Wales,

ALSO

GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,

BY

MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,

The Eminent English Contralto.

MR. EDWARD BRANSCOMBE,

The English Tenor.

FOUR BOY SOLO SOPRANOS,

Leading London Cathedral Choristers.

Box Plan, ROBINSON PIANO Co.

Prices \$3, 2 and 1. Concert 9-11 P.M.

Hongkong, 4th April, 1905. [434]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIO MED"	21st April.
GLASGOW and LIVERPOOL	"JASON"	29th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.

S.S. "Laertes" left Singapore at 5 p.m. on the 3rd instant, and may be expected to arrive here about the 8th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINUS"	15th April.
AMSTERDAM, LONDON & ANTWERP	"KALON"	17th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	29th April.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	30th April.
AMSTERDAM, LONDON & ANTWERP	"DIO MED"	23rd May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, NEWCHWANG and TIENTSIN	"CHIH LI"	5th April.
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	8th "
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	10th "
MANILA	"TAMING"	11th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th April 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nolley	MANILA via AMOI	SATURDAY, 8th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 15th April, at 10 A.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th April, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates.
"NICOMEDIA"	4370	Wagner	April 11th, 1905.	
"NUMANTIA"	4370	Brehmer	April 20th, "	
"ARABIA"	4483	Bahle	May 11th, "	
"ARAGONIA"	5198	Schuldt	May 30th, "	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	April 11th, 1905.
"NUMANTIA"	4370	Brehmer	April 20th, "
"ARABIA"	4483	Bahle	May 11th, "
"ARAGONIA"	5198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.

TSIF. TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VUZEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,399	P. MARTIN.
"KWONG TUNG" 1,238	H.W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey...\$4
Meals...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.
TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for-
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 7th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through bills to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th March, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905. About.

"LOWTHER CASTLE" 19th April, 1905.
"SAGAMI" 20th May, "

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd April, 1905.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. G. Olliff, will be despatched for the
above Ports, TO-MORROW, the 5th instant,
at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th April, 1905.

CHINESE ENGINEERING AND MINING
COMPANY, LIMITED.

FOR SHANGHAI AND TIENTSIN.
THE Company's Steamship

"DR. HANS JURG KLAER"

will be despatched for the above Ports, on or
about WEDNESDAY, the 5th instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd April, 1905.

Consignees.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s.
"Bagdad" and "Danube," and from Havre, ex
s.s. "Bagdad," in connection with above Steamer,
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk in the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 10th April, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th April, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 10th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd April, 1905.

FROM ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"RAS ROWA."

Captain Bennett, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st April, 1905.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SEGOVIA."

Captain Schöndelfeld, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th April will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th April at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Arabia."
Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.

Goods not cleared by the 5th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 29th March, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 5th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., TO-DAY, the 1st April,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 1st April, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 8th March, 1905, per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & primecut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 14

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Serjoin—Ngau Lam 30

" Sausages—Ngau Yuk Chung 26

" Bullock's Brains—Know 26

" Tongue fresh—Ngau Li 50

" " corned—Ham Ngau Li 60

" Head—Ngau Tau 60

" Heart—Ngau Sum 10

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kerk 9

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 17

" Liver—Ngau Con 10

" Tripe (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau-chai-
tau-keok 20

" Mutton Chop—Yeung Pai Kwat 25

" Leg—Yeung Pei 25

" Shoulder—Yeung Shau 23

" Pigs' Chitlings—Chi cheong 24

" Brains—Chi Know 11

" Feet—Chi Kerk 11

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 10

" Kidneys—Chi Yiu 8

" Liver—Chi Kon 23

" Pork Chop—Chi Pai Kwat 20

" Corned—Ham Chu Yuk 24

" Leg—Chu Pei 24

" Fat or Lard—Chu Yau 17

" Sheep's Head and Feet—Yeung Tau
Keok 60

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 14

" Sucking Pigs, To Order—Chu Chai 16

" Suet, Beef—Sang Ngau Yau 22

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship

"NUBIA"

Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 20th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 25th March, 1905.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.



The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC ... 2nd May.

S.S. AUSTRALIEN ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th April, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers, Tons, Captains, Sailing.

Shawmut ... 9,606 E. V. Roberts At April 12

Tremont ... 9,606 T. W. Garlick At April 12

Lyna ... 4,417 G. V. Williams May 15

† Cargo only.

FOR MANILA. The largest, steadiest, and most comfortable steamer for Manila.

Tremont ... 9,606 T. W. Garlick At April 12

Lyna ... 4,417 G. V. Williams May 15

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 30th March, 1905.

BOO CHEONG, 昌 發 號, STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

IT is always on hand all varieties of Stationery Printing and Note Papers, Copying Press, also Automatic Cyclostyle and Klamms Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace, Hongkong, 2nd May, 1904.

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsai, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

NO. 3, CANTON VILLAS, KOWLOON. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th March, 1905.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex-change 1/11 9/16—\$25.46 for second half-year 1904	14 1/2 %	\$275
National Bank of China, Limited	99,925	£7	£7	\$3,000,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 278
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$150,494	\$17 for 1903	6 1/2 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000	\$2,078,997	\$35 for 1903	5 %	\$700 sales
Yongtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902	7 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	11 %	\$310 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$500,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sellers
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.								
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903 @ 1/10 5/16—\$5.378	4 1/2 %	\$123
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 48 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	5 %	Tls. 45 1/2 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,000,000	\$58,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	\$37 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	3 1/2 %	\$29
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000	\$21,231	\$10 for 1904	8 %	\$125
TUGS AND LIGHTER COMPANIES, LIMITED.								
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 %	Tls. 30 sellers
SUGAR REFINING COMPANIES, LIMITED.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000	\$42,812	Final of \$5 making \$20 for 1904	9 %	\$223 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$8,987	\$3 for 1897	4 1/2 %	\$26 1/2 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$400,000	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 7.30 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,091	50 cents making G. \$1 for 1904	5 1/2 %	G. \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	£4,029	No. 12 of 1/-=48 cents	...	\$4
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,317	Fcs. 81,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$36 sellers
HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.								
Hongkong & Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000	\$498,289	\$6 dividend and \$1 bonus for 2nd half-year 1904	6 1/2 %	\$205 sales
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	6 1/2 %	\$230 buyers
New Amey Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$40,936	\$12 for 1903	5 %	\$25 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$220 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	6 1/2 %	\$111
S. C. Farman, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 153 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,710	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 175 ex div. sa.
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,615	\$20 for 2nd half year making \$25 for 1904	7 1/2 %	\$365 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	10 %	Tls. 180
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$31
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$140 buyers
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.								
Hotel des Colonies Company, Limited (Shanghai)	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$128 buyers
Humphreys Estate & Finance Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 buyers
Kowloon Land and Building Company, Limited	100,000	\$10	\$10	\$200,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 82,813	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 115 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 %	Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 32 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 buyers
INTERNATIONAL COTTON MANUFACTURING COMPANY, LTD.								
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 28 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 30 sales
CIGARS AND TOBACCO COS.								
Ahambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100